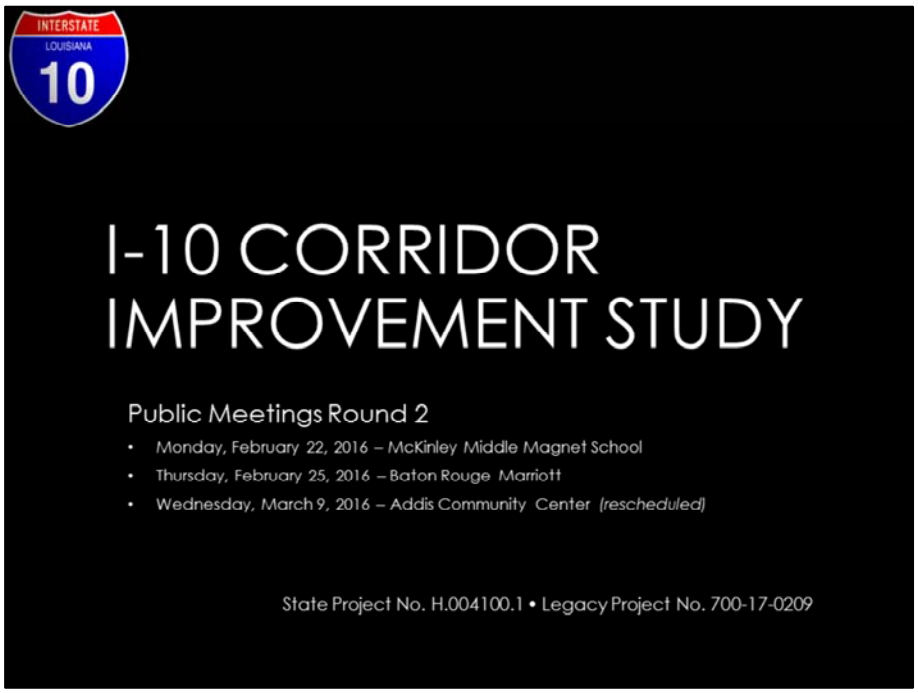
Welcome to our I-10 Corridor Improvement Study Public Meeting. My name is Perry Franklin, president of Franklin Associates, a member of the I-10 Corridor project team.

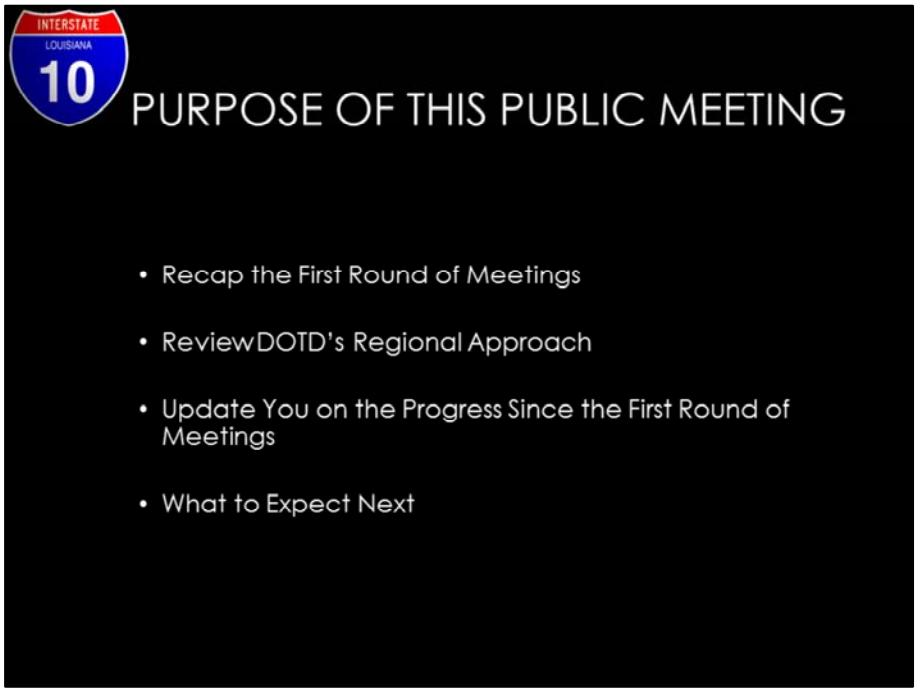
I would like to thank you for participating in tonight's important meeting to discuss an important topic to our region, state and country.



Three events were scheduled for this second round of Public Meetings:

- McKinley Middle Magnet School on February 22
- Baton Rouge Marriott on Thursday February 25
- Addis Community Center on Wednesday March 9 (rescheduled)

All of the meeting times are from 6:00 p.m. until 8:00 p.m. The same information is being presented at all three meetings.



The purpose of the public meetings is to:

- Give a summary of the first round of meetings which were held last September
- Review DOTD's regional approach and understand how this project fits in with that approach
- Update you on what we've been doing since the first round of meetings
- Gather public input and offer all key stakeholders and citizens the opportunity to assess the need for improvements to the I-10 Corridor in Baton Rouge
- Gather public input on potential means for improving the I-10 corridor from LA 415 to Essen Lane
- Explain what can be expected after this round of public meetings.

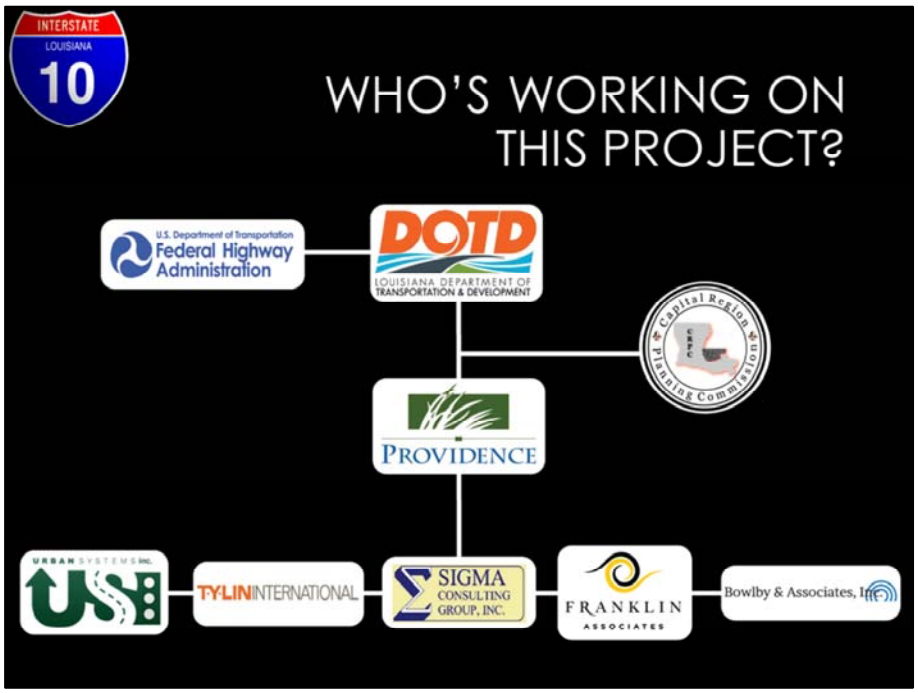
Here's the agenda for tonight's meeting.

We will begin by giving you a summary of what was presented in Round 1 of the public meetings last September. You will hear the outcome of your comments from those meetings. We will explain what we have been working on since those meetings.

This data will be followed by a presentation from DOTD, the Engineering and traffic analysis teams from Providence Engineering, Sigma Consulting Group, and Urban Systems discussing findings related to traffic studies and engineering analysis.

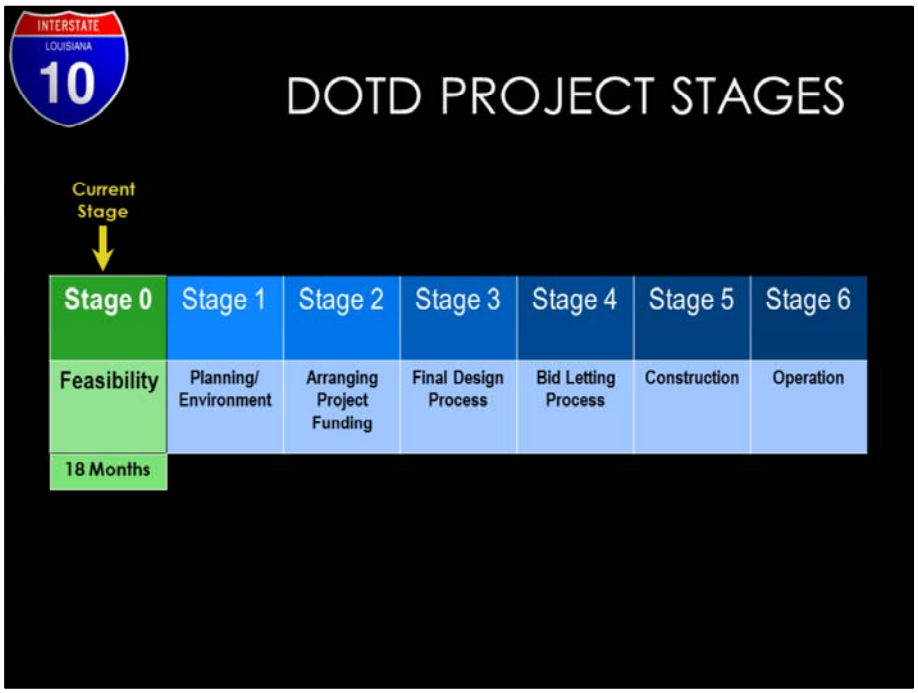
After these presentations, you can go to one of our "Ask the Project Team" tables and speak one-on-one with our engineering and traffic experts or speak with a representative from DOTD and ask specific questions about the proposed corridor improvement ideas.

Your suggestions can be captured at the tables, at the comment stations, or on the website at www.i10br.com.



This is a DOTD project, and I-10 is a federal highway, so the Federal Highway Administration is also providing oversight on this project. The Capital Region Planning Commission (CRPC), our regional metropolitan planning organization, is providing technical assistance.

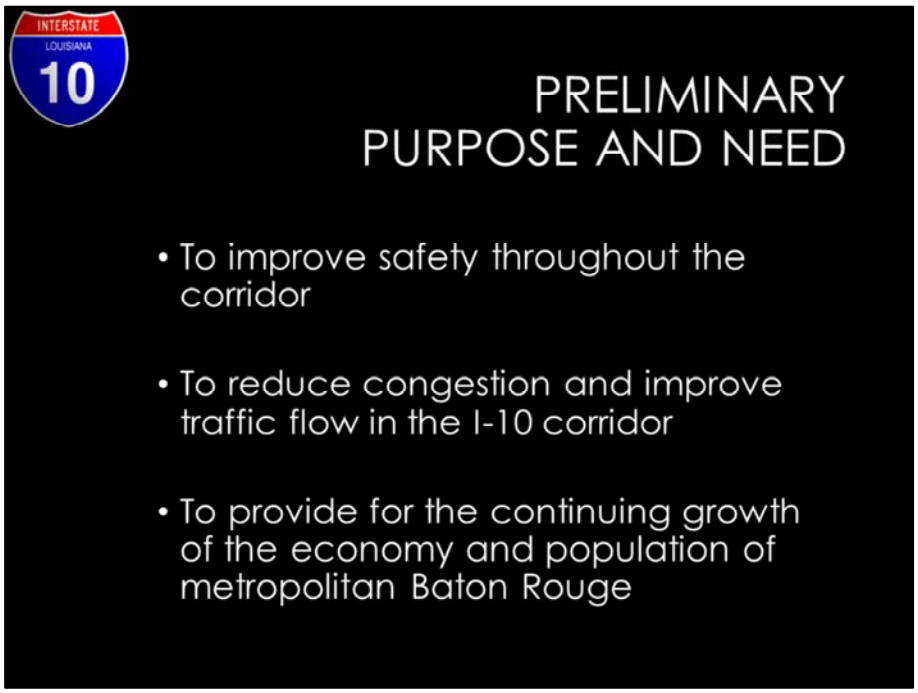
Providence is the prime contractor for this project, and there are five other firms that are subcontracting with Providence. Those firms include Urban Systems (handling traffic analysis), T.Y. Lin International (handling bridge design), Sigma Consulting Group (handling engineering), Franklin Associates (handling communications, surveying and public outreach)and Bowlby and Associates (handling noise analysis).



We are currently at Stage 0 of this study. At this stage, the project team is tasked with determining whether potential improvements are feasible and should move forward into subsequent stages.

Once we finish Stage 0, which has an anticipated end time of this summer, if the project and potential improvements that are created from this process are deemed feasible in terms of overall human and environmental impacts, we move to Stage 1. It is at Stage 1 that the engineers and environmental specialists really refine the alternatives, keeping in mind the impact on the environment around the project, which includes the neighborhoods, businesses and people that would be affected. This stage typically takes 18 to 36 months, however some portions of the project may be able to be moved quicker. Once an alternative is selected, the project can then move to Stage 2.

The Department could decide to move to Stage 3 even though construction funding has not been identified. Stages 3 and 4 take around 36 months to complete. If money is identified for Stage 5, then construction can proceed.



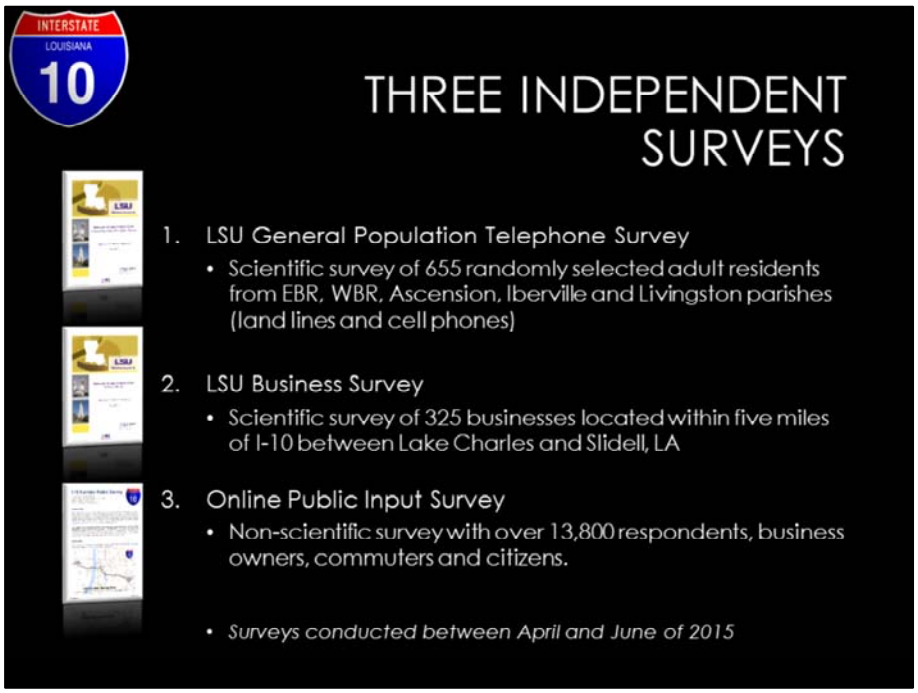
In accordance with the Federal Highway Administration and DOTD's processes, a study of improvements must have a defined purpose and need. The current draft preliminary purpose and need reads as follows:

- To improve safety throughout the corridor
- To reduce congestion and improve traffic flow in the I-10 corridor. Congestion will not be completely eliminated, but there are things we can do to reduce it.
- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge

This is the project study area. The area of I-10 that we are focusing on for the purposes of this project extend from the LA 415/Lobdell exit in West Baton Rouge Parish, crossing the New Mississippi River bridge into Baton Rouge, and extending to the I-10/I-12 split at Essen Lane, incorporating a little of I-12 at Essen Lane into the project.

Round One Public Input Meetings

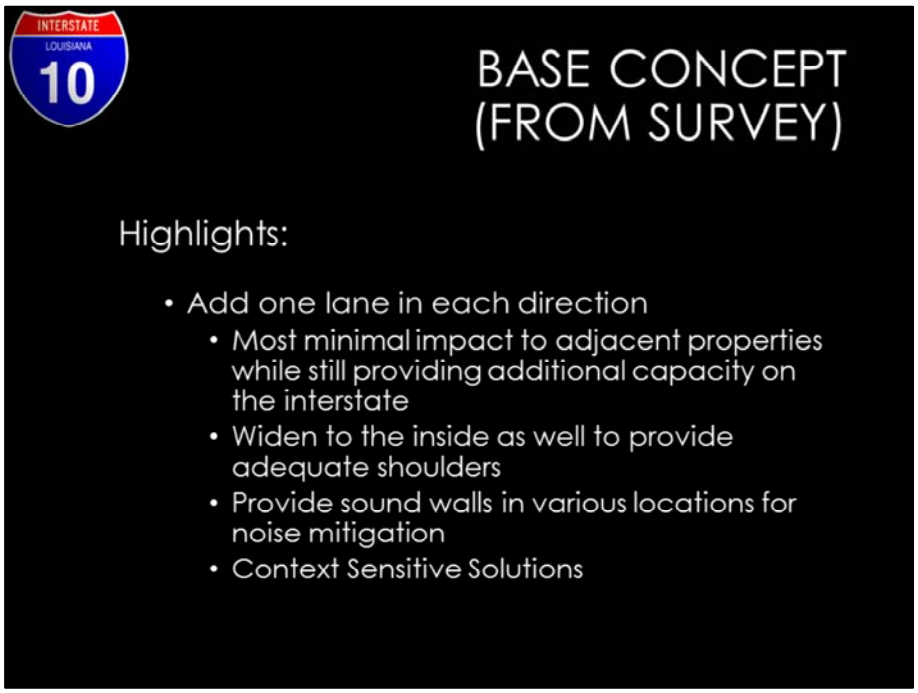
Beginning August 31, through September 3, 2015, the project team conducted public input meetings in three locations in East and West Baton Rouge parishes to solicit public input during the Stage 0 portion of the I-10 Corridor Improvement Study. The following slides provide a brief recap of those meetings.



Prior to the first round of Stage 0 public meetings, the project team and the LSU Public Policy Research Laboratory conducted a total of three surveys to get input from residents, businesses, and travelers along the I-10 Corridor.

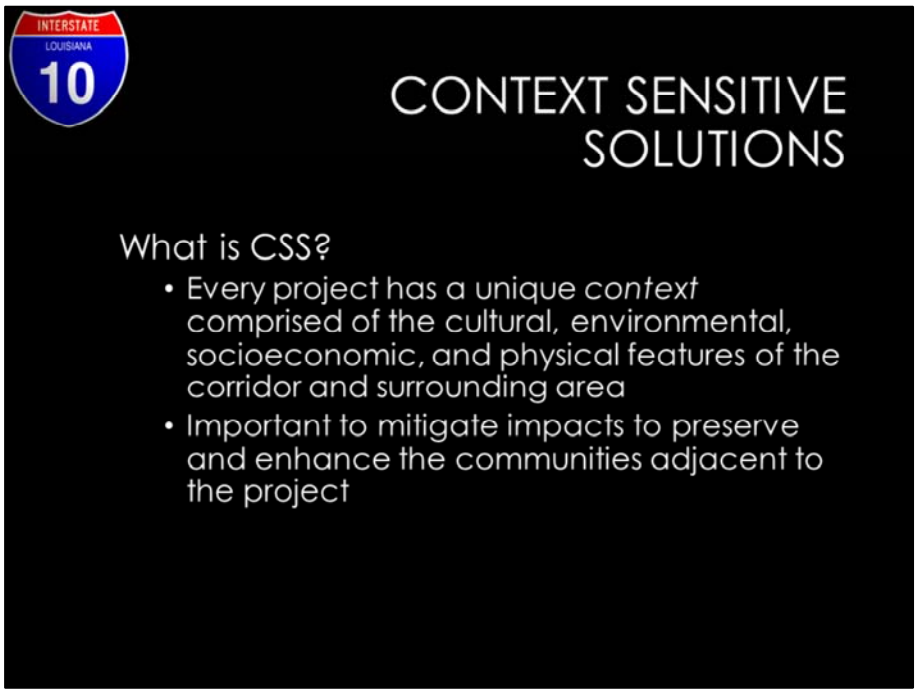
The first two surveys were scientific surveys conducted by the LSU Public Policy Research Lab. One was a survey of residents from East and West Baton Rouge, Ascension, Iberville and Livingston parishes. The second LSU survey was a scientific survey of businesses within five miles of I-10 between Lake Charles and Slidell. These two were designed to match geographic and demographic representations of these areas.

The third survey was a non-scientific, public input survey. This survey produced over 13,800 responses.



Base Concept (From Survey)

- A concept that came from the surveys was to add an additional lane in each direction from LA 415 to Essen Lane with the exception of the Mississippi River Bridge.
- This concept as presented at the first round of public meetings, will have the least impact to adjacent properties
- In areas where it is possible, we will look to widen to the inside as well as the outside in order to provide wider shoulders
- Sound walls will be placed in various locations that qualify along the corridor
- We will also look for areas in and around the interstate corridor that can be improved aesthetically. This is known as Context Sensitive Solutions



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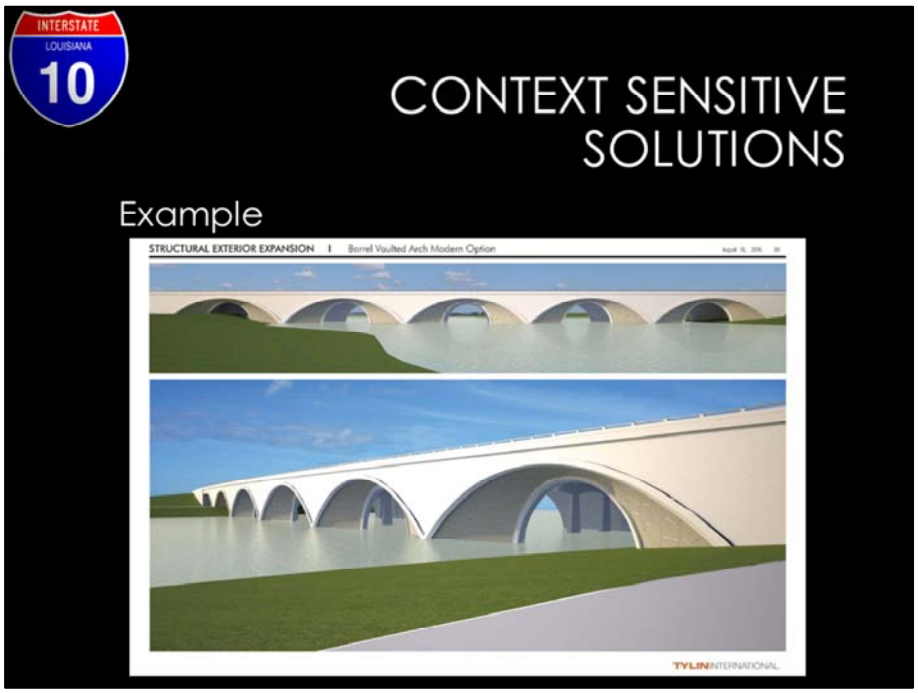
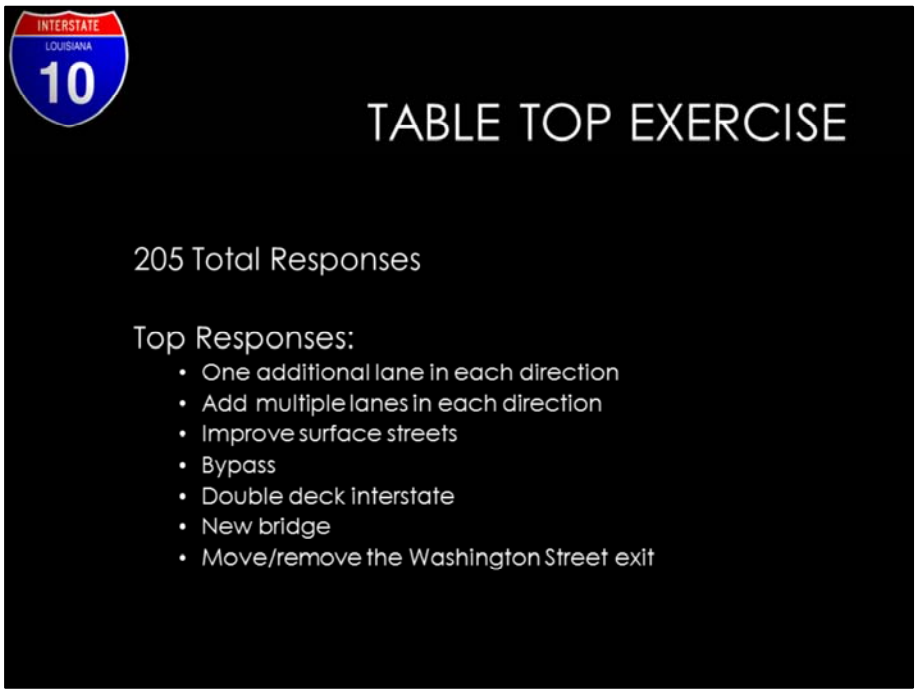
- Every project has a unique *context* comprised of the cultural, environmental, socioeconomic, and physical features of the corridor and surrounding area
- It is important to mitigate impacts to preserve and enhance the communities adjacent to the project



City Park Lake Rendering

One place we feel could be a great location for Context Sensitive Solutions that was presented previously is in the City Park Lake Bridge area. This location is currently a centerpiece of Baton Rouge in the I-10 Corridor, and efforts are already underway to beautify the entire lakes area. The picture you are seeing now is a representation of one option that could be implemented in this area. Additional effort will continue to be undertaken to determine what would best fit everyone's desires for this area. At the first meeting and again tonight we have a scrolling set of pictures referred to as architectural inspirations to spark ideas of possibilities.

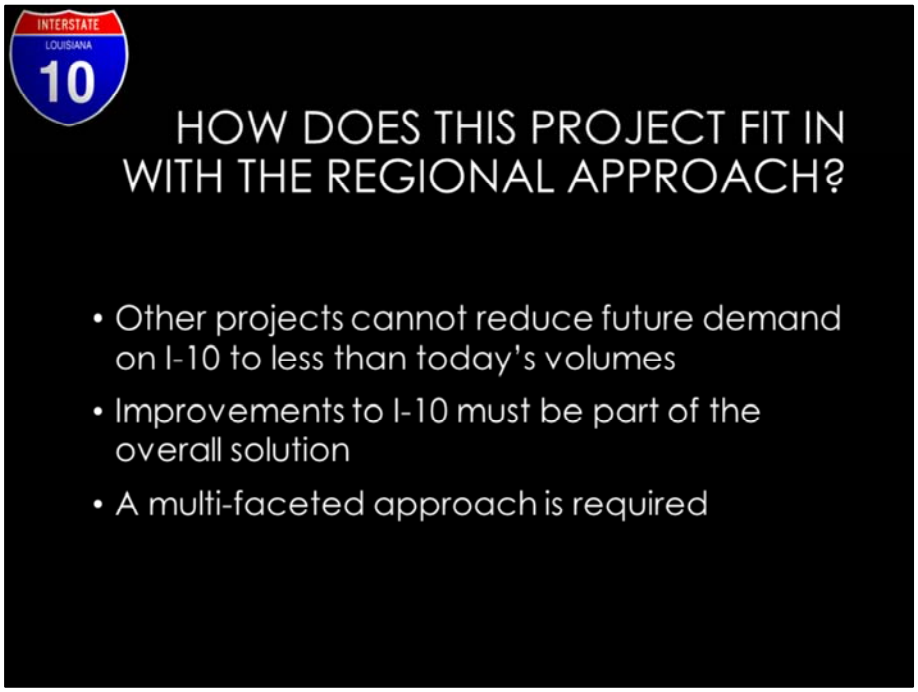


At the first round of public meetings, we asked those who were interested to sit at tables and offer their solutions to the traffic problem and some of their ideas and opinions on potential improvements. We received a total of 205 various responses including

- adding one additional lane in each direction
- Adding multiple lanes in each direction
- Improve surface streets
- Construct a bypass
- Double deck the interstate, also referred to as a highpass
- Construct a new bridge, either adjacent to the existing I-10 bridge or in another southern location
- Move or remove the Washington Street exit

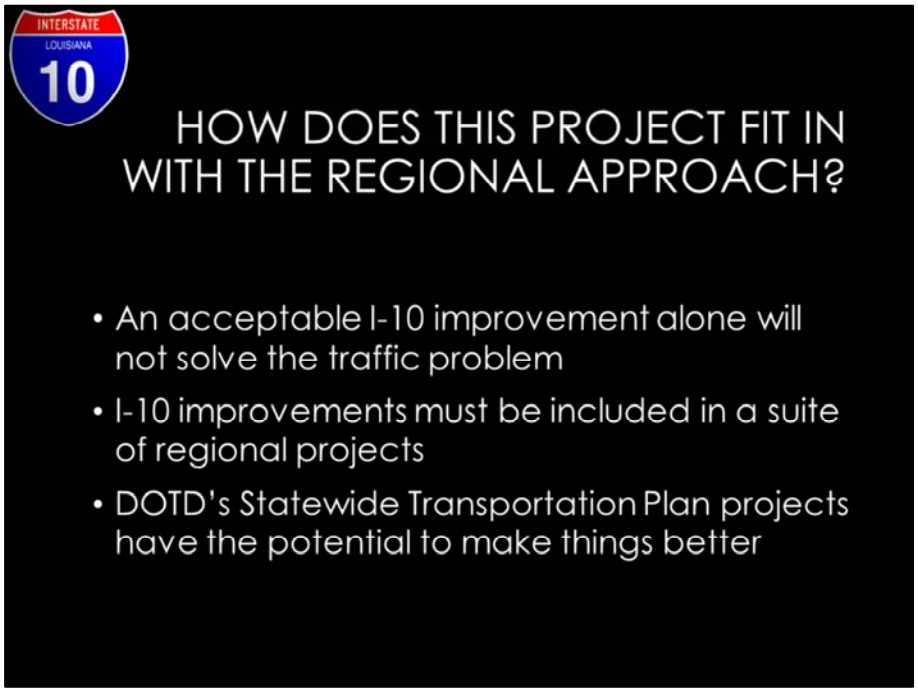
All information regarding the first round of public meetings can be found on our project website, www.i10br.com.

DOTD will now give a brief overview of how this project is being looked at as a part of more expansive regional traffic improvement approach.

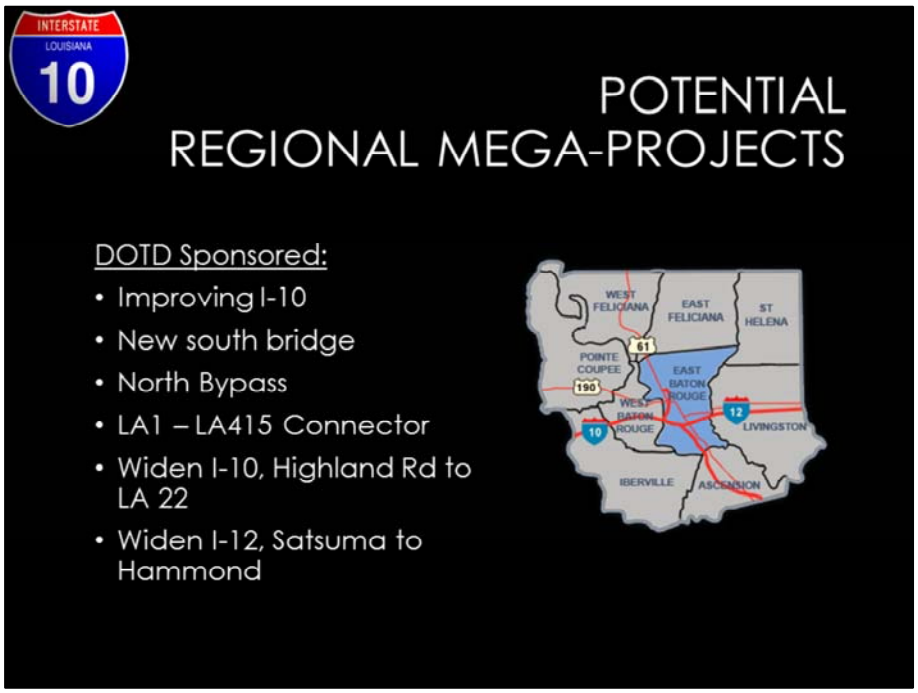


How does this project fit in with DOTD's Regional Approach?

Other projects cannot reduce future demand on I-10 to less than today's volumes, and we all agree that today's congestion is not acceptable. Increasing the capacity of I-10 must be part of the overall solution that will require a multi-faceted approach.

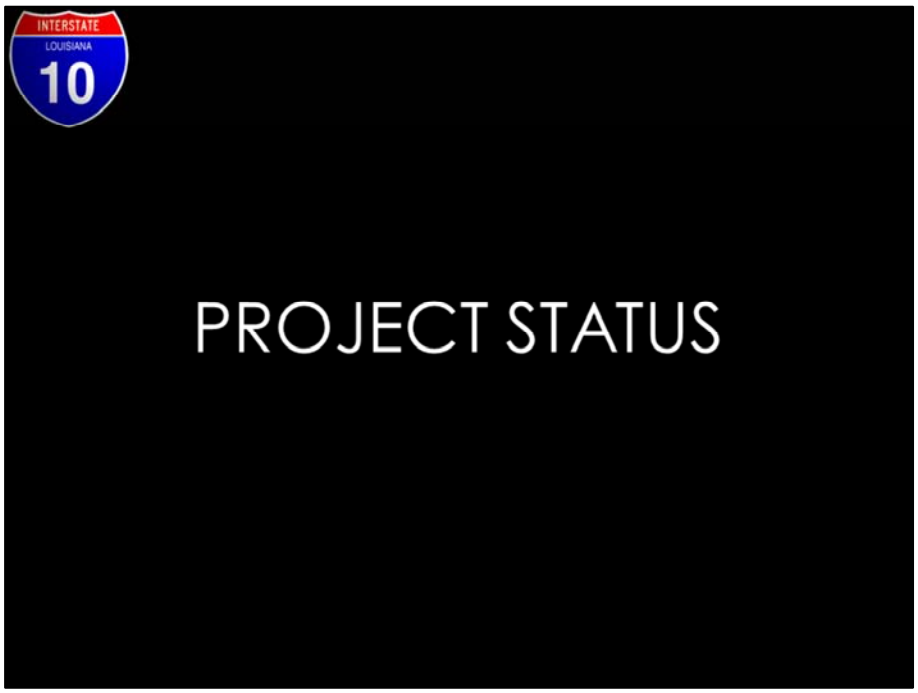


The complete solution to Baton Rouge's traffic problem cannot be accomplished by improving I-10 alone. The improvement that would be necessary to provide that total solution would require a substantial impact to the community adjacent to the interstate. Therefore, a complete regional approach is necessary. This means including the I-10 project in a suite of projects. DOTD's statewide transportation plan outlines the projects necessary to help improve traffic conditions.

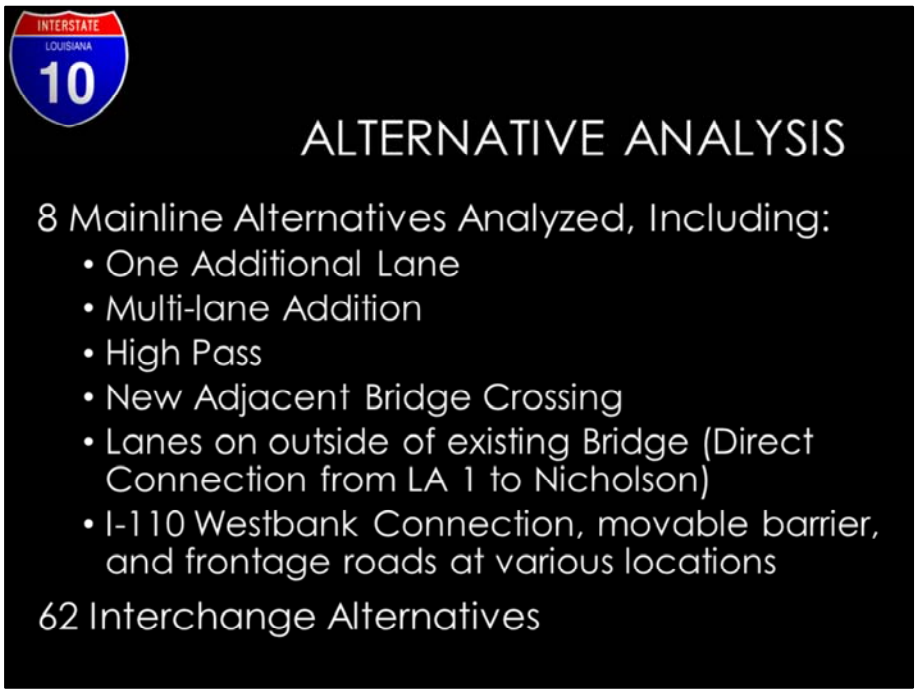


The major projects included in the top 2 priority levels in the statewide transportation plan affecting the capital region include:

Improving I-10
New south bridge
North Bypass
LA1 – LA415 Connector
Widen I-10, Highland Rd to LA 22
Widen I-12, Satsuma to Hammond



We will now discuss what has transpired since the first round of public meetings.



From all the responses received through all the various means of public input, a list of alternatives were developed so that they could be screened against a certain set of criteria in order to determine what should move forward for further study.

Improvements to I-10 mainline were analyzed including

One Additional Lane
Multi-lane Addition
High Pass
New Adjacent Bridge Crossing
Lanes on outside of existing Bridge (Direct Connection from

LA 1 to Nicholson)

I-110 Westbank Connection Movable Barrier on the bridge And Frontage Roads at various locations

In addition to the mainline, a multitude of interchange improvements were considered. If you'd like to take a look at everything that was considered we have an

exhibit in the open house that outlines each of those.

Once all the various alternatives were defined, a set of screening criteria was developed in order to determine what projects were viable to move forward to the next round of study. Each alternative was screened according to the portion of I-10 that it improved. Mainline concepts were compared with a certain set of criteria. Interchange concepts were screened against a different set of criteria. Both of those sets of criteria contained the following categories of screening.

Traffic Operations – does the concept improve operations at major bottleneck points and through the entire project area, only portions of the project area, or only at spot locations?

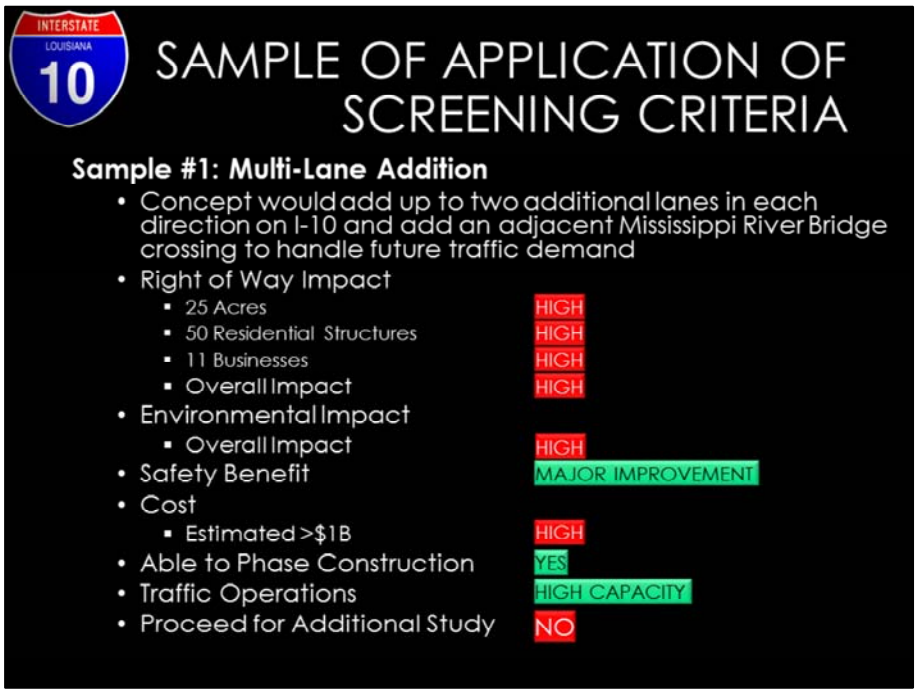
Safety Improvements – will the concept be expected to result in a significant or moderate improvement in safety or provide no improvement at all?

Impacts to acreage and structures or as we term it Right of Way impacts. How many impacts to residential, commercial, and public facilities are expected for each concept?

What kind of impact to the environment will the concept have? Will it impact wetlands, parks, historic structures, etc.

What's the anticipated cost of the concept?

And finally, can the concept be constructed in different phases or parts as money becomes available?



What you see here is a sample of how the screening criteria was applied to one of the mainline concepts, the multi-lane addition. This concept would add up to two additional lanes in each direction on I-10 and add an adjacent Mississippi River Bridge crossing in order to accommodate those additional lanes. This concept is expected to handle the future traffic demand.

So applying the criteria you would see that the acreage required, the impacts to residential structures and the impacts to businesses causes the impact to right of way to be high.

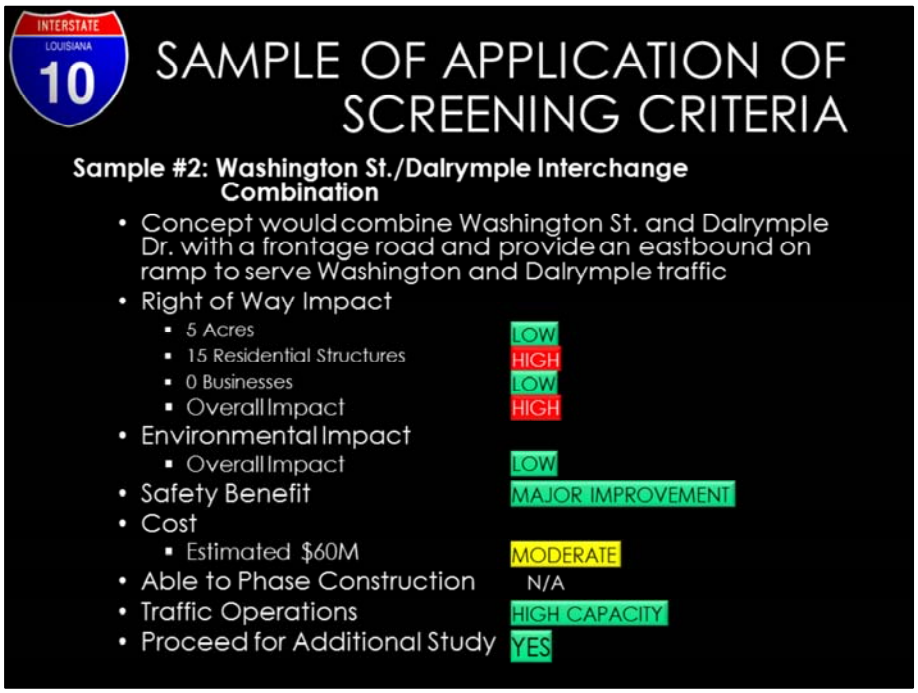
We also see a high impact to the environment. Along with other issues, this would have a major visual impact throughout the community.

The safety benefit of this improvement would be major, but so would the cost with an estimated price tag over 1 billion dollars.

It is able to phased but portions of this project, like the construction of a new bridge, would carry a substantial cost.

Finally, the traffic operations for this concept would provide high capacity.

In the end, once all the criteria are used to compare this project, it was recommended that this concept not move forward for additional study.

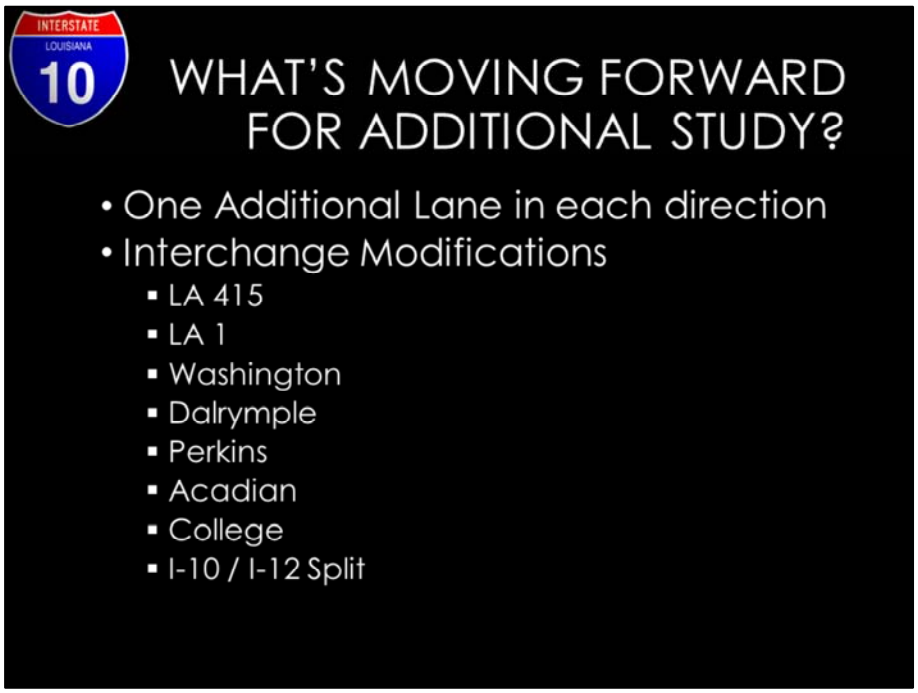


We'll now look at an interchange alternative. This is one of several of the Washington Street area interchange concepts. This concept would combine Washington St. and Dalrymple Dr. with a frontage road and provide an eastbound on ramp to serve Washington and Dalrymple traffic, as well as add an additional left exit to the Washington Street area serving I-110 southbound traffic. Right now, traffic coming from I-110 crosses two lanes of I-10 traffic causing congestion at the 10/110 merge. Also,

there is no eastbound on ramp for traffic exiting at Dalrymple. Anyone who isn't familiar with the area has a hard time getting back onto I-10 eastbound. Regular users cut through the neighborhoods. This concept would help alleviate those problems. You can see this concept on paper at one of the stations in the open house, which we will explain to you later on in this presentation.

As you can see here, this concept would potentially impact 15 residential structure so the right of way category was considered a high impact. This is a preliminary conservative number which we feel may come down during further development. All the other evaluation categories were considered positive, so it was recommended that this concept move forward for additional study.

Again, we have an exhibit in the open house where you can look at all the different concepts and how they were evaluated.



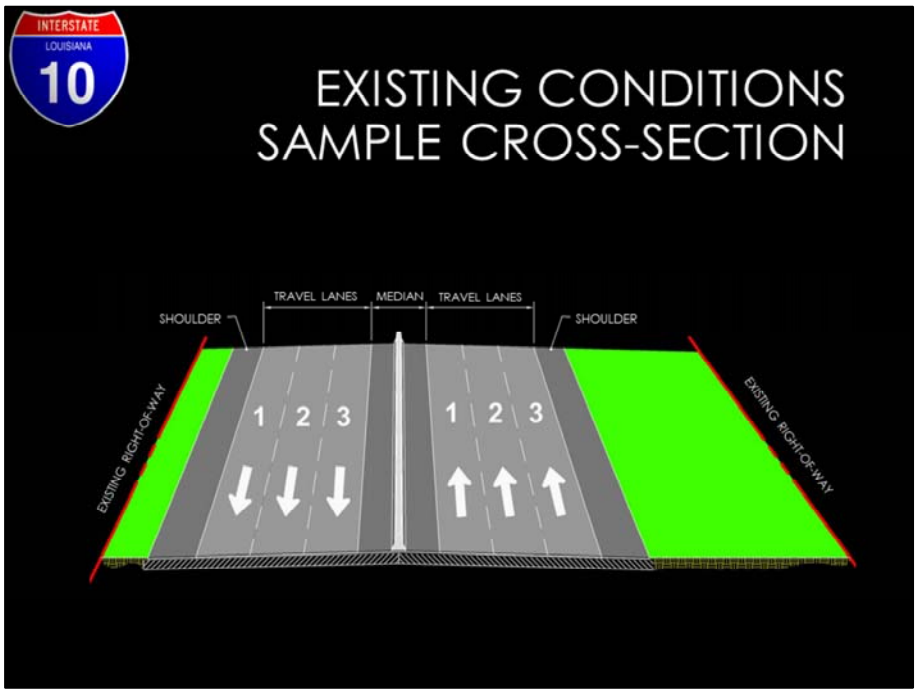
After all the application of the various screening criteria, it was recommended that the following concepts be considered for additional study in Stage 1.

One additional lane in each direction on the mainline of I-10

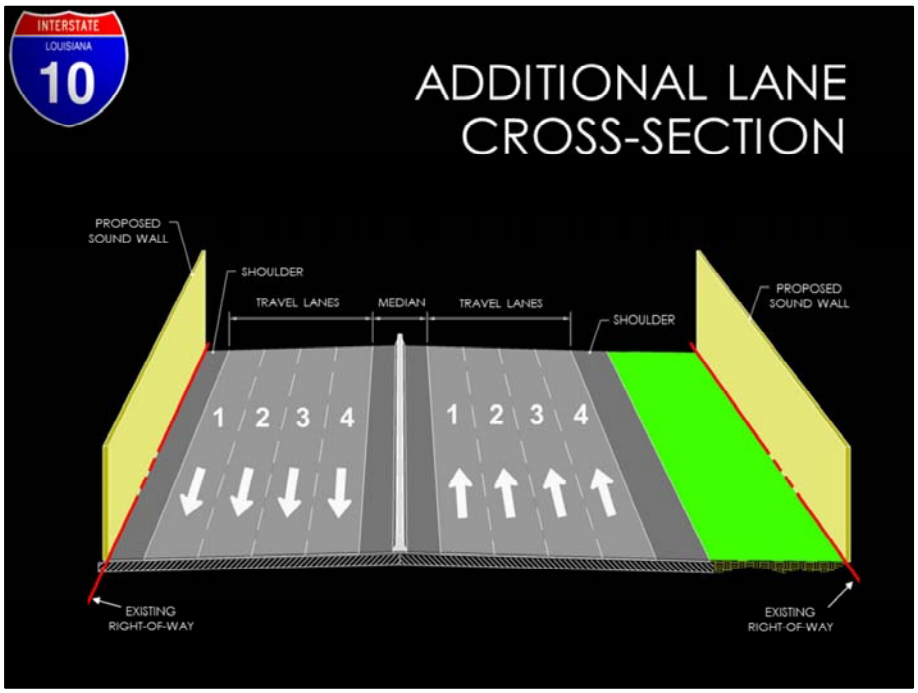
As well as potential interchange modifications at the following locations:

LA 415
LA 1
Washington
Dalrymple
Perkins
Acadian

College
I-10 / I-12 Split

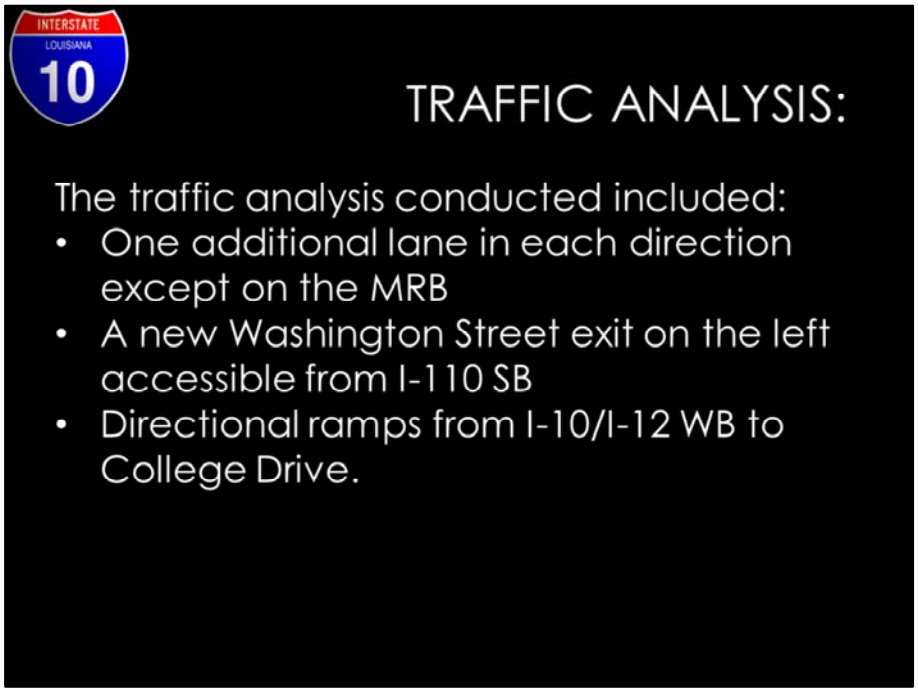


The current slide shows a sample existing area of I-10 with three travel lanes in each direction. This is actually representative of an area where the right of way is most narrow. This was something that was shown at the first round of public meetings.

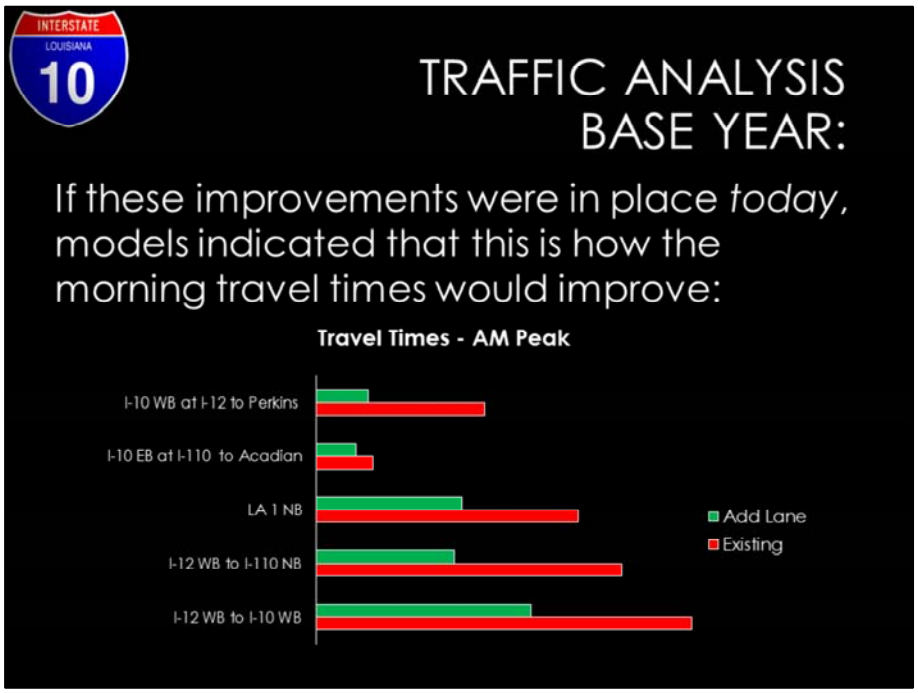


Additional Lane Concept Cross Section

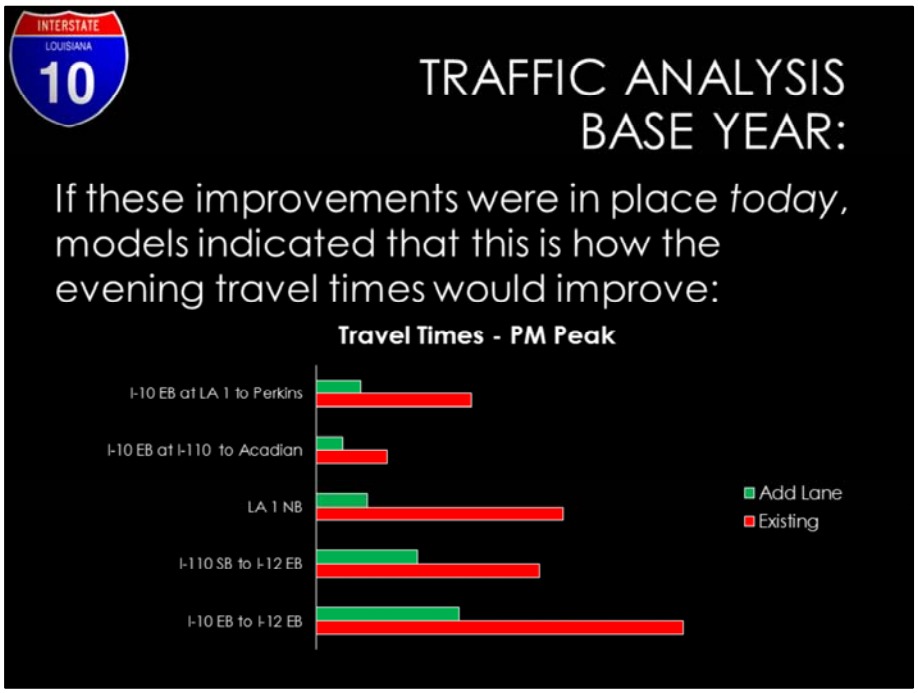
- This shows the same area that was just seen with an additional lane in each direction.
- There are 4 continuous thru lanes and wider shoulders
- This is an example of an area that would be potentially eligible for sound walls
- In the majority of the corridor, adding one lane in each direction can be constructed within the existing right of way



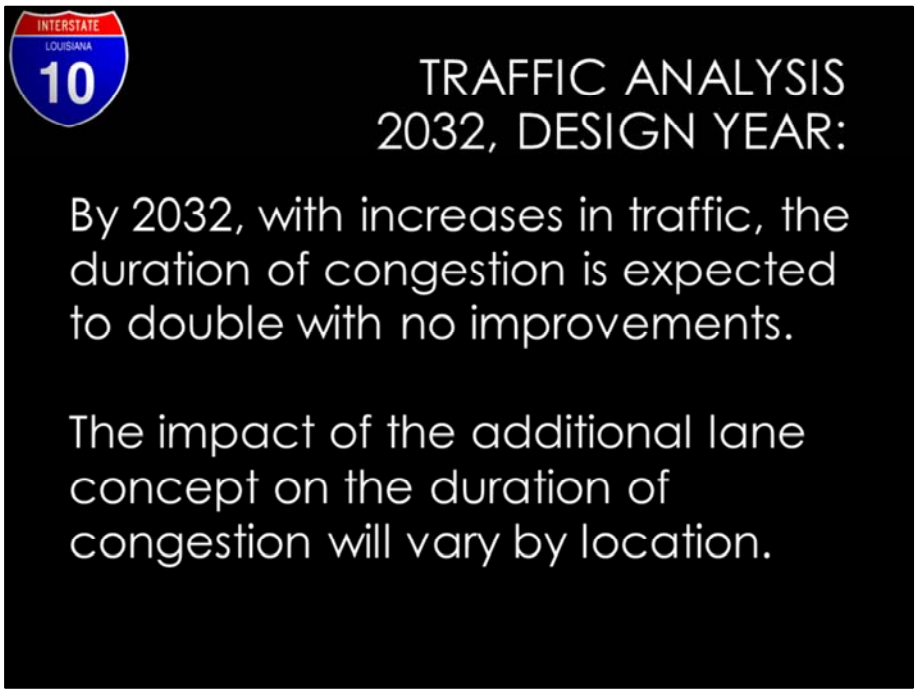
Traffic simulation models were developed for the additional lane concept. They included a new Washington St Ramp on the left side of I-110. They also included directional ramps from I-10 and I-12 to the College Exit, which would eliminate the triple lane change. These models will be shown on monitors during the open house part of the meeting. The traffic models were used to estimate the benefits of these potential improvements.



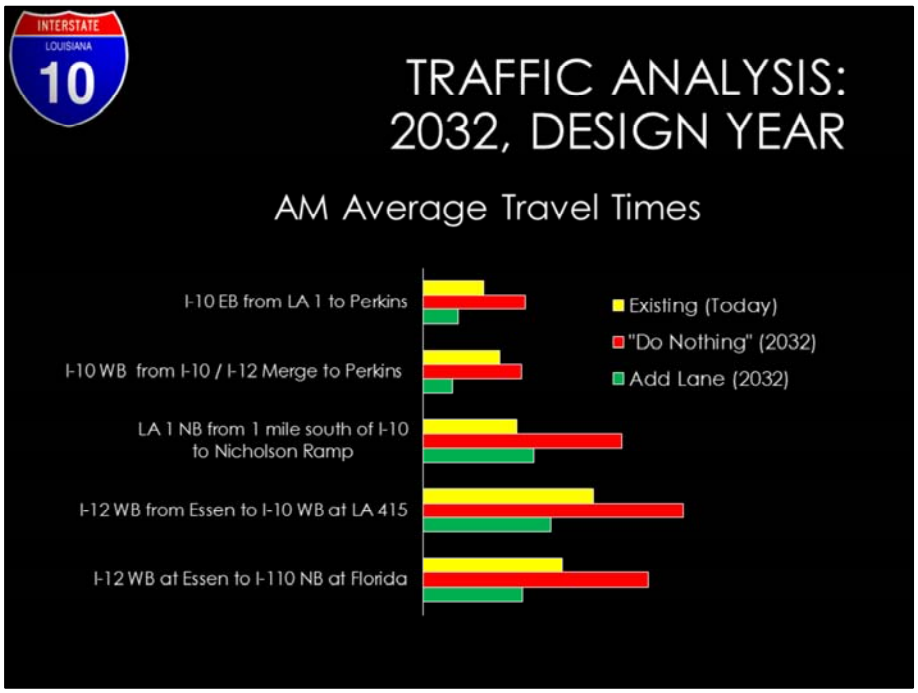
Modeling using existing traffic volumes indicates average travel times in the AM peak period could be reduced as shown with the additional lane concept. The red bars indicate the existing travel times and the green are with the add lane concept improvements. Travel times do and will continue to vary depending on the time and route. This presents a comparison of average travel times in the AM peak.



This slide presents the same comparison of travel times for the PM Peak Period. The red bar presents existing and the green is with the additional lane concept. *As shown in these two slides, significant reductions in travel times can be expected as a result of the proposed improvements. However just building these improvements alone will not provide enough capacity / relief forever.*

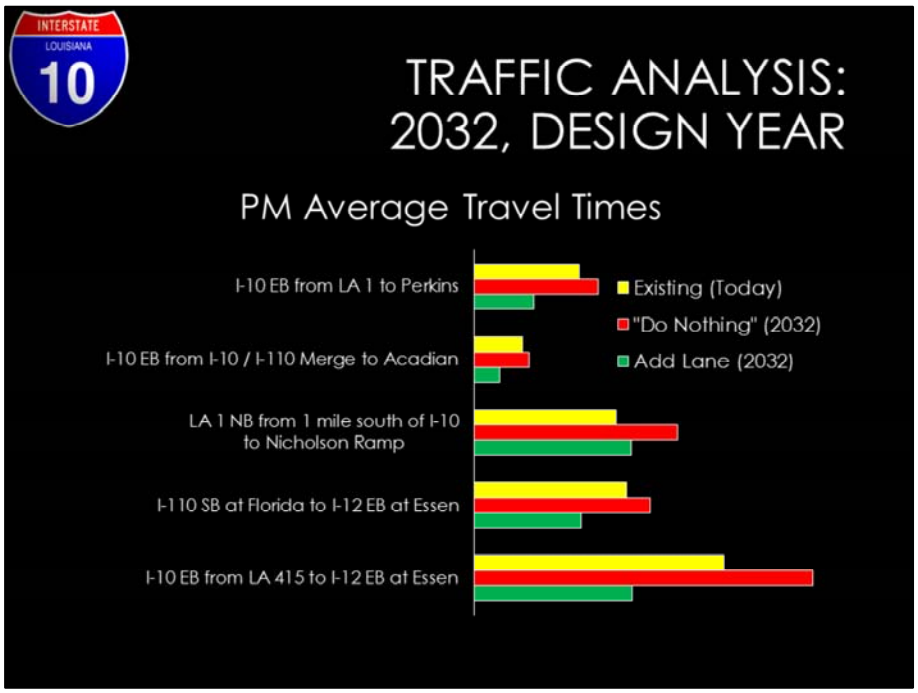


Traffic volumes are expected to increase over time. As presented at the last public meeting, traffic demand is expected to increase and without improvements, the duration of congestion is expected to double by the year 2032. *As traffic volumes increase, the improvement each driver could expect from the additional lane concept will vary by location along the study corridor.*



Travel Times in the models were compared and the results for critical routes in the AM peak are presented here. The yellow bar is existing average travel times with today's volumes, the red is with the *projected volumes in 2032 in a "do nothing" scenario and the green is with the additional lane, left exit at Washington and directional ramps to College from I-10 and I-12 modeled with the projected volumes in 2032 during the AM peak.*

What the data indicates is that *even with the increased traffic,* these improvements are expected to decrease travel times on the I-10 mainline from what is experienced today. *It also indicates that eventually additional measures will be needed to improve access from LA 1 to handle the future traffic demand*.



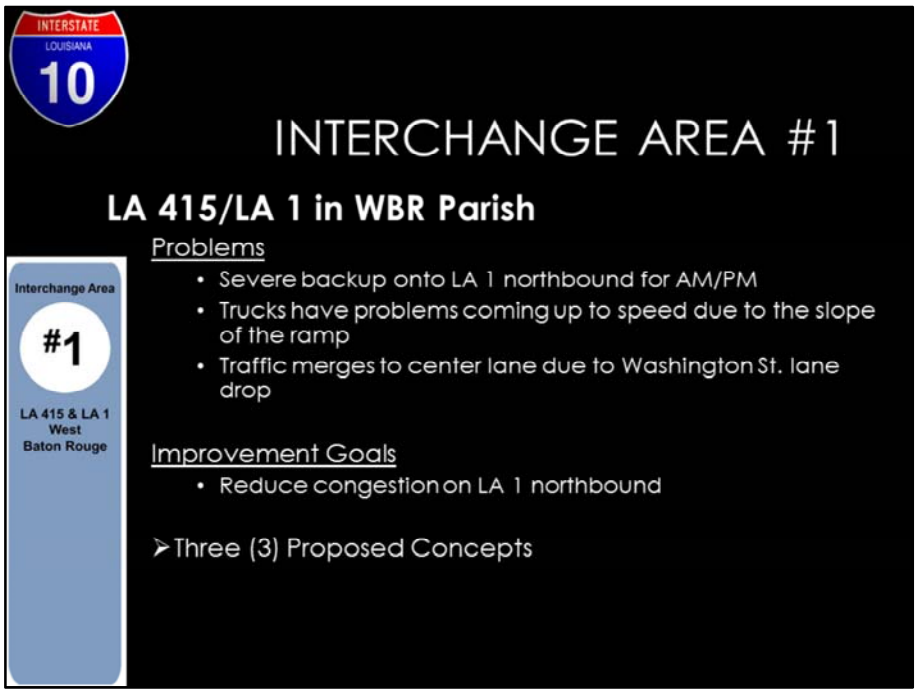
This slide presents the *same future year* average travel time comparison for the PM Peak Period. The results mimic those of the AM. The traffic analysis *indicates the additional lane will provide significant improvement, but over time the increased traffic demand will require improving access from the westbank to the eastbank.* This supports the conclusion that improvements to I-10 alone will not be enough; a regional approach will be required to manage congestion over the long term.

While travel times provide a good indication of the expected improvements, they don't always tell the whole story. Other measures of effectiveness are used in conjunction with travel times to evaluate the impacts of improvements. *For example, with the additional lane, the throughput or number of vehicles that could get on I-10 from LA 1 is expected to increase by 30-45% in the peak hours. Therefore although in the future travel times may be slightly worse than the current conditions, it will be far better than doing nothing.* This points to the need for additional improvements *which is why,* as previously stated, the I-10 project is a necessary component, but not the only component, in an overall plan for the region.

As we discussed earlier, one additional lane is being proposed as the base concept as well as interchange modifications in various locations. At our “ask the expert” tables, you will be able to take a look at the various concepts proposed for those interchanges. The interchanges are grouped as follows

LA 415 and LA1
Washington and Dalrymple
Perkins, Acadian, and College
College and I-10/I-12 Split

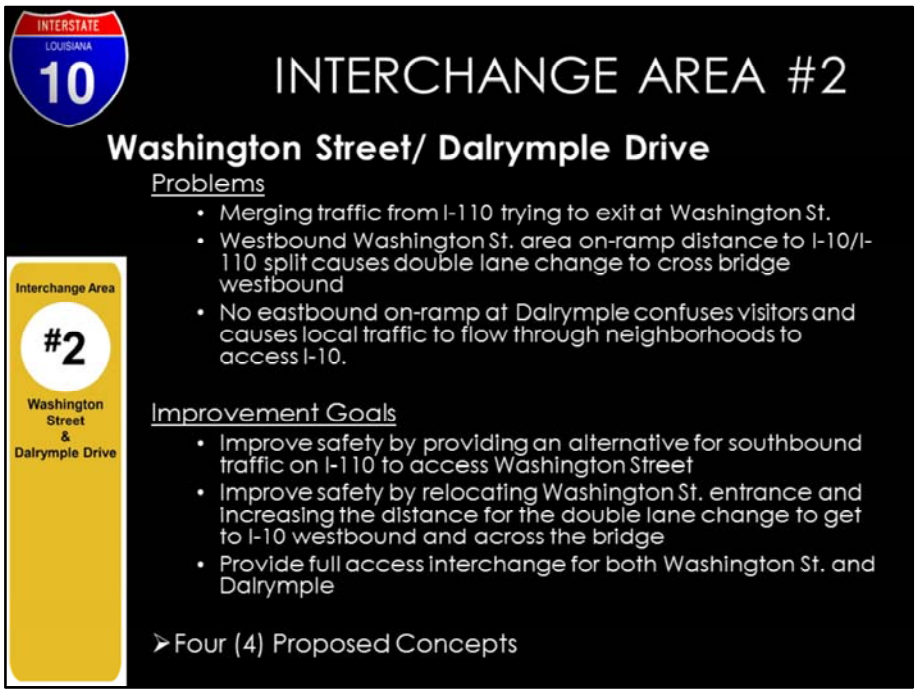
We ask that you visit stations, ask questions, and give opinions on sheet that contains map and explanation area. Please leave your opinion card for that interchange at the table. You can visit all four interchange stations, or as many as you like throughout the night.



We'd like to give you a little outline of items to consider while you visit each interchange area. For the LA415/LA1 area in west baton rouge, the problems that you can find there are

- severe backups onto LA 1 northbound for morning and evening.
- Trucks have problems coming up to speed due to the slope of the ramp up to the bridge.
- Traffic merges to center lane due to Washington Street lane drop.

Our main goal for improvement is to reduce congestion on LA 1 northbound. There are three proposed concepts in this area that we'd like to get your opinion on.



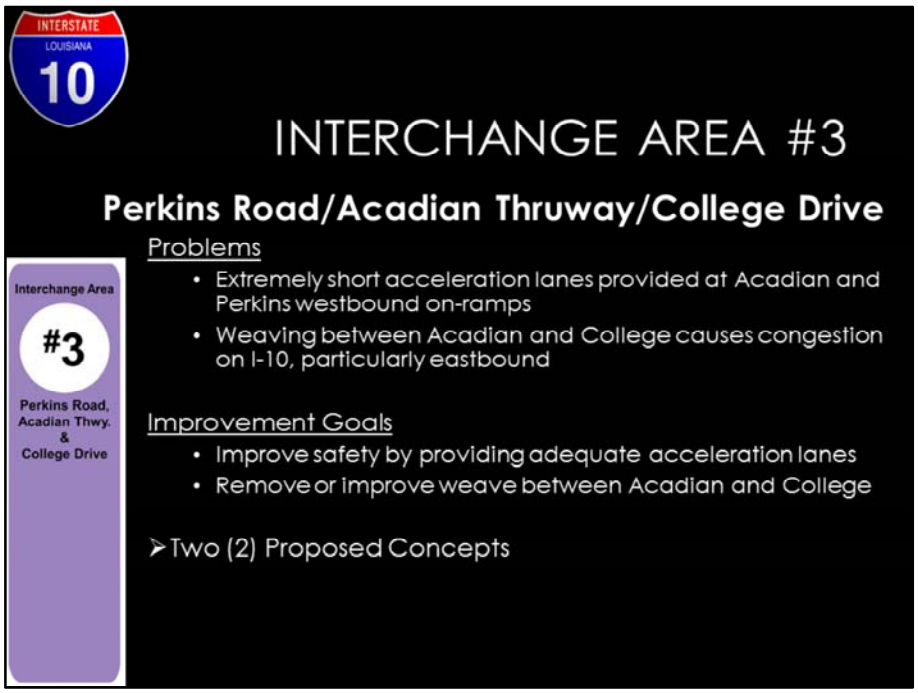
In the Washington Street and Dalrymple Drive area, the problems that we see are:

- Merging traffic from I-110 trying to exit at Washington St.
- Northbound Washington on-ramp distance to I-10/I-110 split causes double lane change to cross bridge westbound
- No eastbound on-ramp at Dalrymple confuses visitors and causes traffic to flow through adjacent neighborhoods to get to I-10

Our improvement Goals here are to:

- Improve safety by providing an alternative for southbound traffic on I-110 to access Washington Street
- Improve safety by modifying the westbound Washington St. area entrance and addressing the distance for the double lane change to get to I-10 Westbound and across the bridge
- Provide full access interchange for both Washington St. and Dalrymple

There are four proposed concepts in this area that we'd like to get your opinion on.



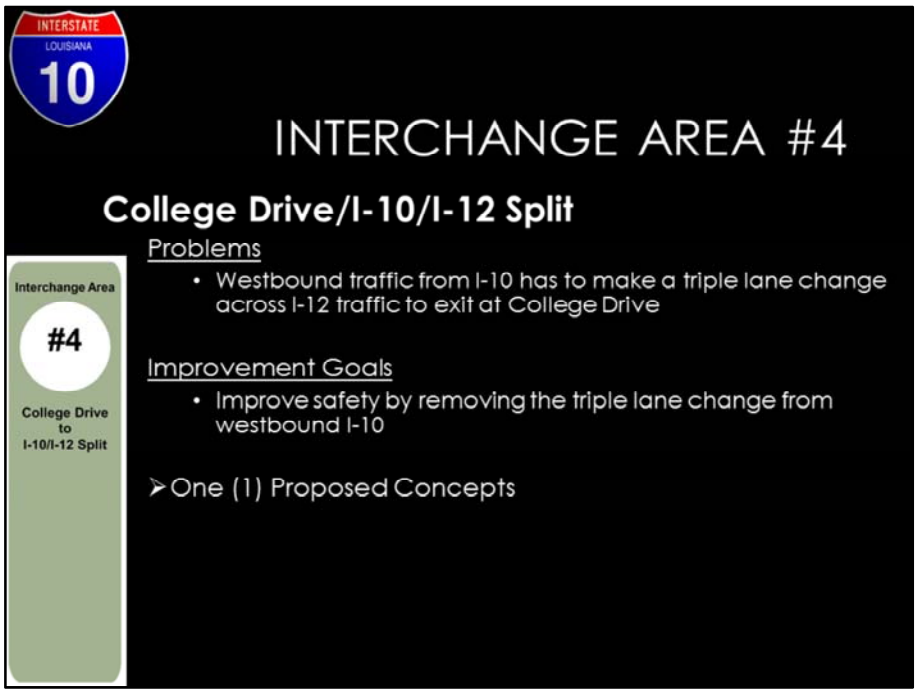
For Perkins, Acadian and College Drive, the problems seen here include:

- Extremely short acceleration lanes provided at Acadian and Perkins westbound on-ramps
- Weaving between Acadian and College causes congestion on I-10, particularly eastbound

The improvement goals in this area are to:

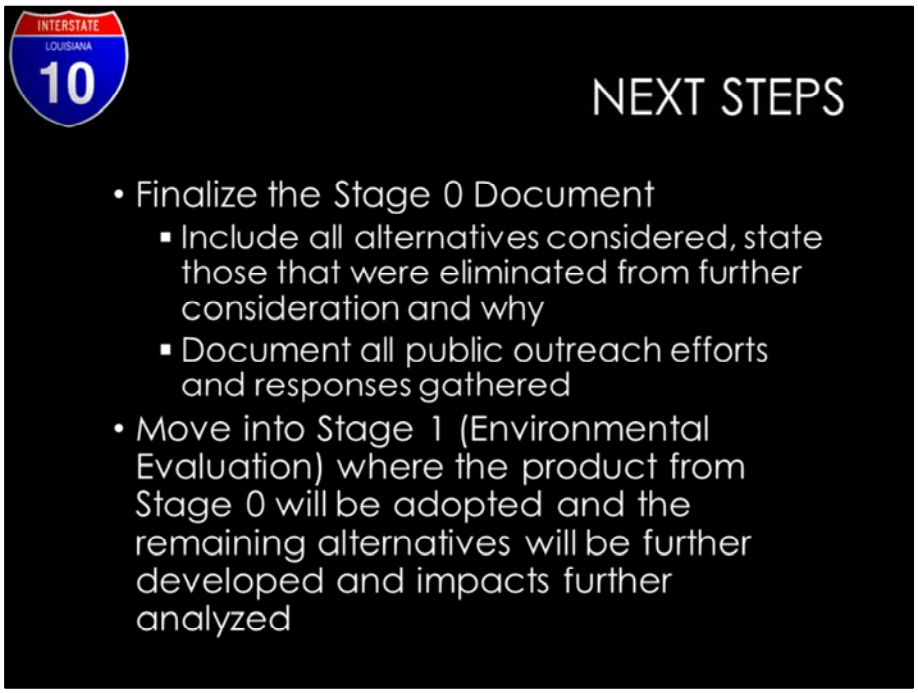
- Improve safety by providing adequate acceleration lanes
- Remove or improve weave between Acadian and College

We have two proposed concepts in this area that we'd like to get your opinion on.



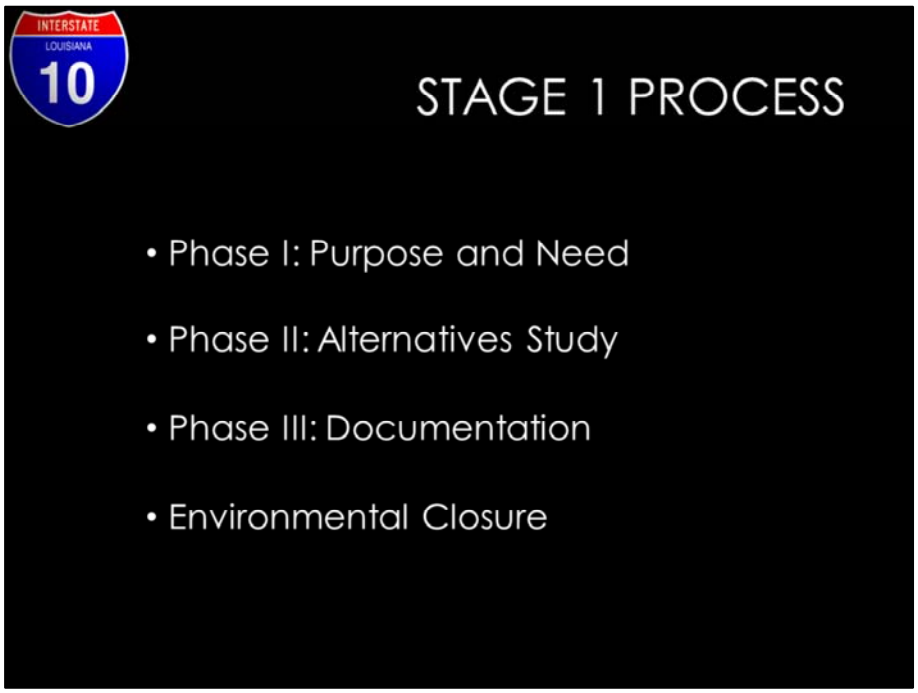
And finally, we have the College Drive, I-10/I-12 split area. The main problem here is that westbound traffic from I-10 has to make a triple lane change across I-12 traffic to exit at College Drive. We are looking to improve safety by removing the triple lane change from westbound I-10, and we have one concept that addresses that.


INTERSTATE
LOUISIANA
10
WHAT'S NEXT?



The next steps are to Finalize the Stage 0 Document and include all alternatives considered, state those that were eliminated from further consideration and why, document all public outreach efforts and responses gathered which you can be a part of here tonight, and then we'll move into Stage 1

(Environmental Evaluation) where the product from Stage 0 will be adopted and the remaining alternatives further developed and impacts further analyzed



The Stage 1 Process is progressed in several phases.

Phase I: Purpose and Need

- Project Identification/Project Development Activities
- Develop Purpose and Need/Preliminary Environmental Issues

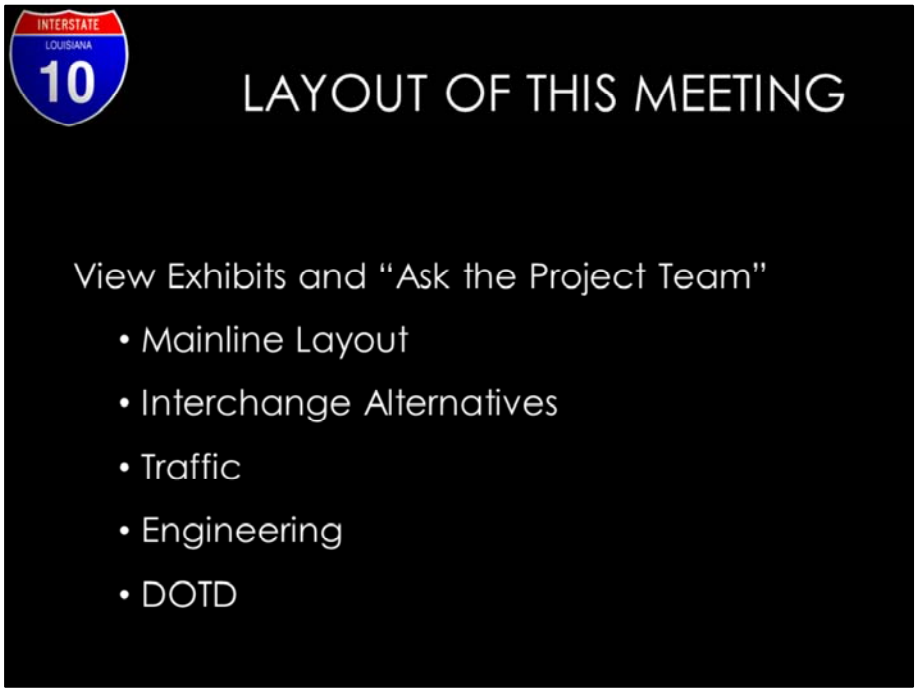
Phase II: Alternatives Study

- Project Mapping/Environmental Inventory/Preliminary Activities Development and Screening
- Refine Alternatives – Identify Preferred Alternative

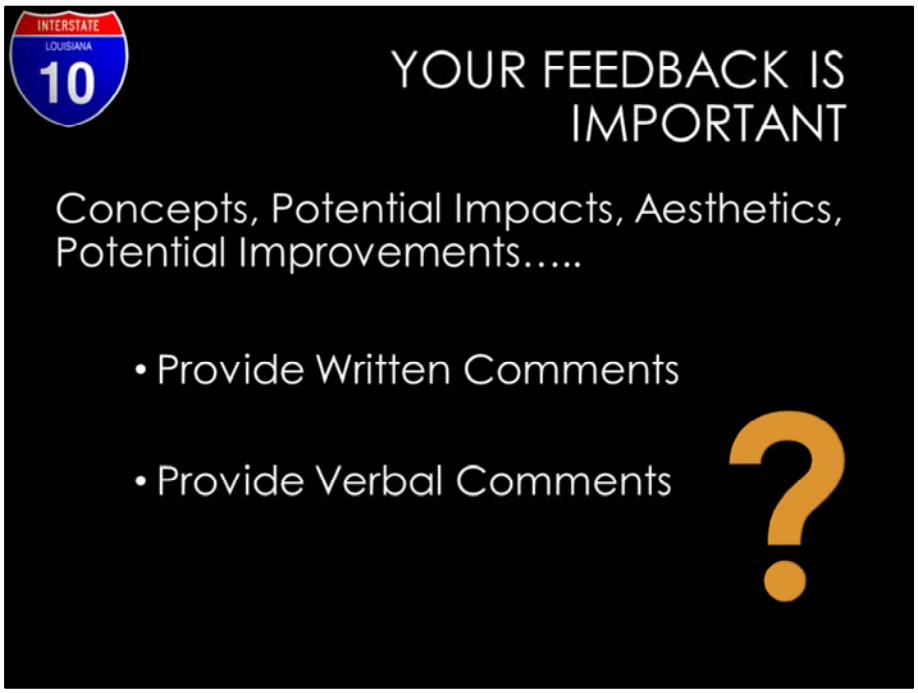
Phase III: Documentation

- Prepare Draft Environmental Documents
- Address Comments – Identify Selected Alternative
- Prepare Final Environmental Document
- Issue Decision Document

Environmental Closure



At the tables are representatives from DOTD, Providence (engineering), Urban Systems (traffic), Sigma Consulting (engineering) and Franklin Associates (public comments). We have the mainline one additional lane exhibit that you can visit, the various interchange areas throughout the room, traffic model visualizations that show the impact of the mainline concept on traffic flow, the engineering area where you can review all the concepts considered, view the screening criteria, and view the potential context sensitive solutions presentation, as well as members from DOTD that can speak with you about various aspects of the project.



If you would like your idea or suggestion to become a part of this project's public record, you must complete the comment form which was given to you when you signed in by March 7th.

Near the exits, you will find a white box to insert your completed comment forms.

You may also provide verbal comments to the court reporter.

We'd love to get your ideas on the concepts, potential impacts, aesthetics, and potential improvements.

At this time, I would like to invite you to tour the exhibits around the room and speak to the project team.

Thank you for coming to tonight's public meeting, and we look forward to receiving your feedback.